Long-Term Air Transportation Study

Update

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**Washington State
Department of Transportation**

Presentation Overview

- What is the State's Interest in Aviation?

- What's Been Done to Address the Future?

- What is LATS?

- What Did We Learn in Phase I?

- What's Happening in Phase II?

- Public Outreach Efforts

What is the State's Interest in Aviation?

State aviation policy recognizes the following as the state's interest in aviation:

- **Preserve** aviation facilities and services that provide access to national transportation system and support local economies.

- Transportation by air is **safe**.

- **Capacity** exists to respond to growth, demand and access across the state, nation and world.

- Lessen negative **environmental impacts** of airports on people and nature.

What is the State's Aviation System?

- 140 public use airports

- 19 airports with passenger service

- 15 commercial service

- 5 reliever

AIRPORT OWNERSHIP
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
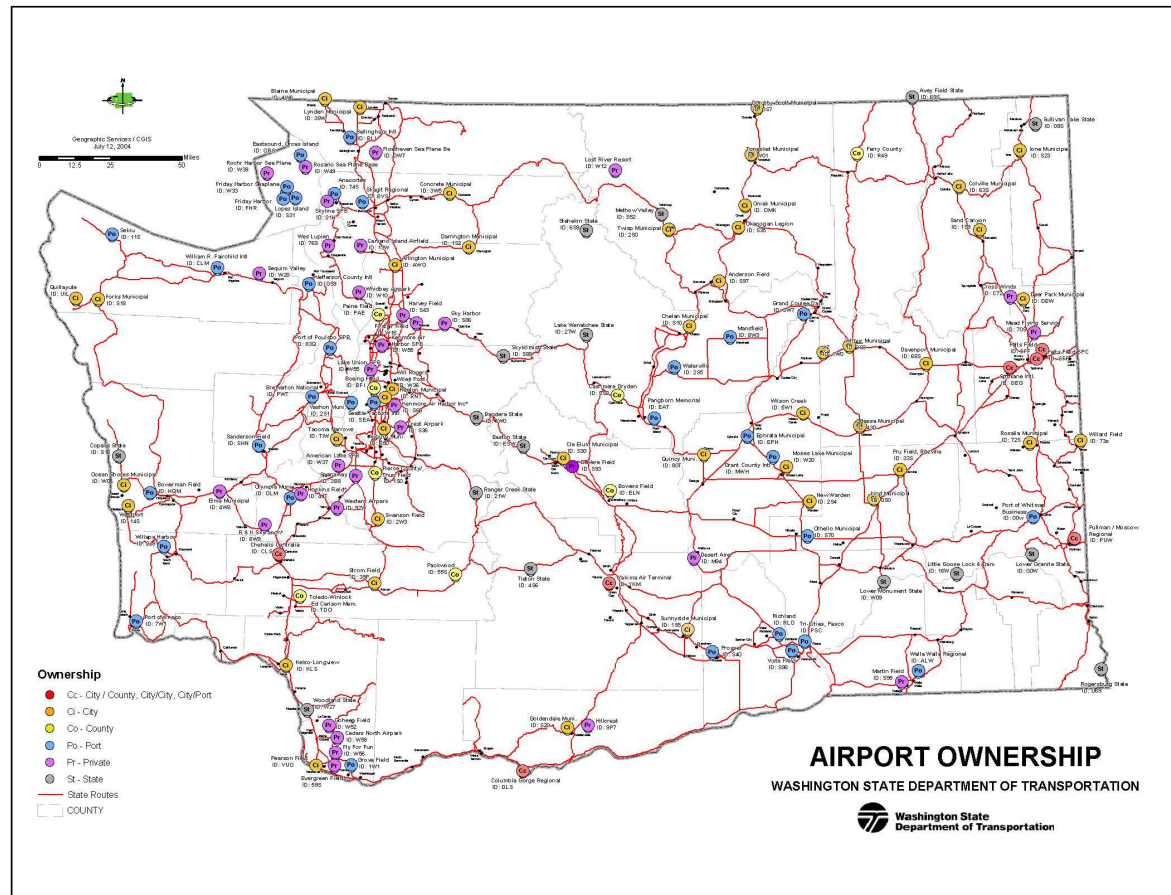
What's Been Done to Address the Future?

- PSRC Flight Plan (1992) (EB 9401) Findings:
  - Recognized Capacity Shortfall within Puget Sound Region
  - Expand Sea-Tac Airport - 3rd runway
  - Multiple Airport System Major supplemental airports – South and North of Sea-Tac
  - Requested state begin process to address long range airport capacity needs.

- AIRTRAC (1993)
  - Assessment of Air Transportation in the State
  - Review the Puget Sound Air Transportation Committee's assessment of air capacity and demand
  - Development of policies to achieve an integrated transportation system

- Long-Term Air Transportation Study (LATS) (2005)
  - Authorized by Legislature through ESSB 5121 to determine current capacity and what will be needed to meet future demands to 2030.
  - Originally sponsored by Senators Keiser, Swecker, Poulsen, Schmidt and Haugen.

What the LATS Legislation Requires . . .

PHASE I	**WHAT WE HAVE**	▪Assess existing facilities ▪Develop a baseline ▪Introduce state classifications	Completed September 2006.
PHASE II	**WHAT WE NEED**	▪25-year activity forecast ▪Commercial market analyses ▪Air cargo forecast ▪High speed passenger rail assessment ▪Future capacity analysis ▪Summary of system requirements.	Currently underway; to be completed by July 2007.
PHASE III	**HOW WE MEET THE NEEDS**	Governor appointed planning council to provide recommendations for future airport strategies and statewide investments.	Will commence in July 2007; to be completed by July 2009.

What is Required in Phase I?

- Statewide assessment of existing airport facilities, passenger and air cargo transportation capacity.

- Studies both general aviation and commercial facilities with a primary focus on commercial.

- Includes air side, land side and airport service facilities; existing airport capacity and services and existing airspace capacity.

- Draft report submitted to the legislature, governor, Transportation Commission and RTPOs. (Also made available to the public.)

What is Required in Phase II?

- Statewide needs analysis of airport facilities, passenger and air cargo transportation capacity, and demand forecast over next 25 years. Based on passenger / air cargo operations and demand, airline planning, trends, etc.

- More detailed analysis on four special emphasis regions: Puget Sound, Southwest Washington, Tri-Cities and Spokane.

- Determine when existing airports will reach capacity.

- Determine roles of state, MPOs, RTPOs, FAA and airport sponsors in addressing statewide needs.

- Conduct high-speed passenger rail study.

- Submit analysis to legislature, governor, Transportation Commission and RTPOs. (will also make available to the public)

What is Required in Phase III?

- Governor will appoint a ten member aviation planning council after statewide assessment and analysis is completed.

- WSDOT shall provide all administrative staff support for council.

- Using the assessment and analysis, the Council will make recommendations on:
  - How best to meet the statewide commercial and general aviation needs.
  - Which regions of the state need airport facility and capacity improvements to meet needs before 2030.
  - placement of future commercial and general aviation airport facilities designed to meet the need for improved aviation planning in the region.

- Council to submit recommendations to legislature, governor, Transportation Commission and applicable RTPOs by July 1, 2009

Phase III - Planning Council

Legislation calls for council to be comprised of the following members:

- WSDOT Aviation Director
- Director of CTED
- Member of Transportation Commission
- Two members of general public
- FAA technical expert
- Commercial airport operator
- Member of GMA hearings board
- WAMA representative
- Airline representative

Funding

- FAA authorized $900,000 for Phases I and II.

- State funding includes $100,000 multi-modal fund for Phases I and II.

- Proposed 07-09 budget of $631,000 for Phase III.

What Did We Learn in Phase I?

Capacity Assessment

Facilities and Services Assessment

Public-Use
Airports in

North
Central
Washington:

15

Dorothy Scott Municipal

Tonasket Municipal

Lost River Resort

Omak Municipal

Methow Valley

Okanogan Legion

Stehekin State

Twisp Municipal

Anderson Field

Chelan Municipal

Lake Wenatchee

Mansfield

Waterville
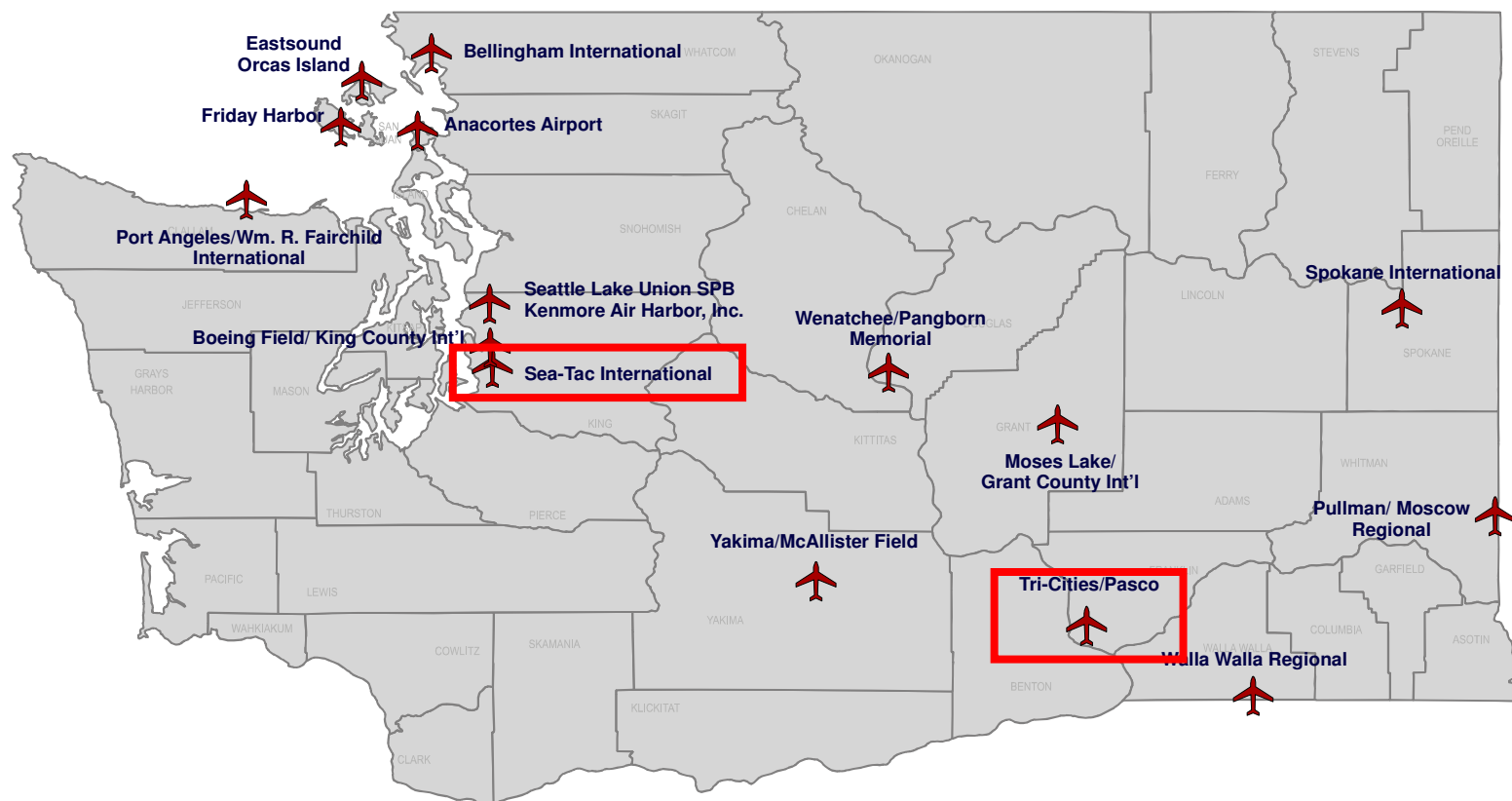
Cashmere Dryden

Pangborn Memorial

How Did We Measure Existing Capacity?

- Passenger Capacity

- Air Cargo Capacity

- Aircraft Storage Capacity

- Airport Operations Capacity

Passenger Capacity

Only Sea-Tac and Tri-Cities found to exceed 60% capacity utilization.

Air Cargo Capacity

Cargo capacity at Washington State airports mostly underutilized

Exceptions are Sea-Tac (80%) and Boeing Field/King County Int'l (60%)
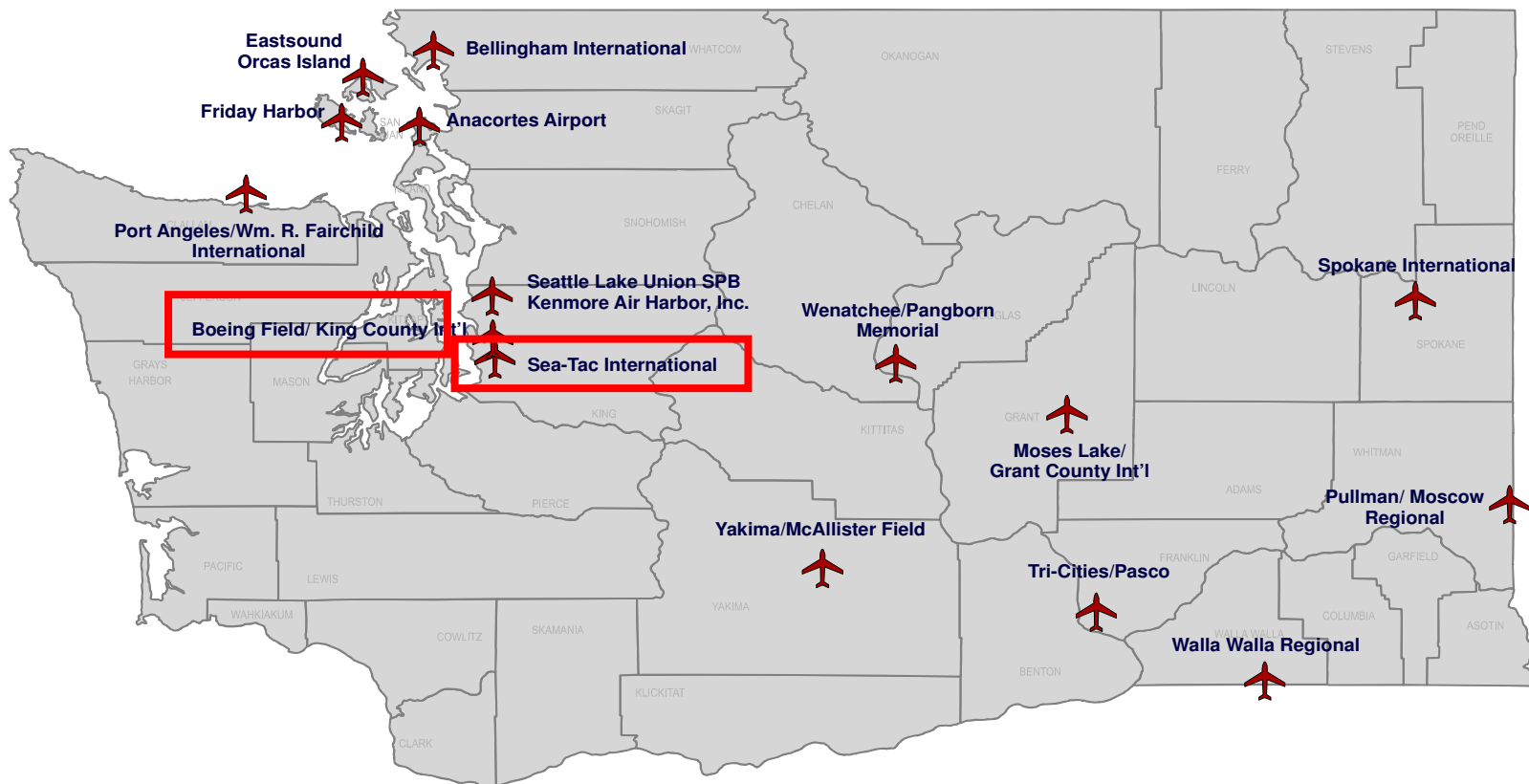
Aircraft Storage Capacity

Aircraft parking and hangar storage has reached 85% statewide.

Several airports are close to reaching maximum utilization levels.
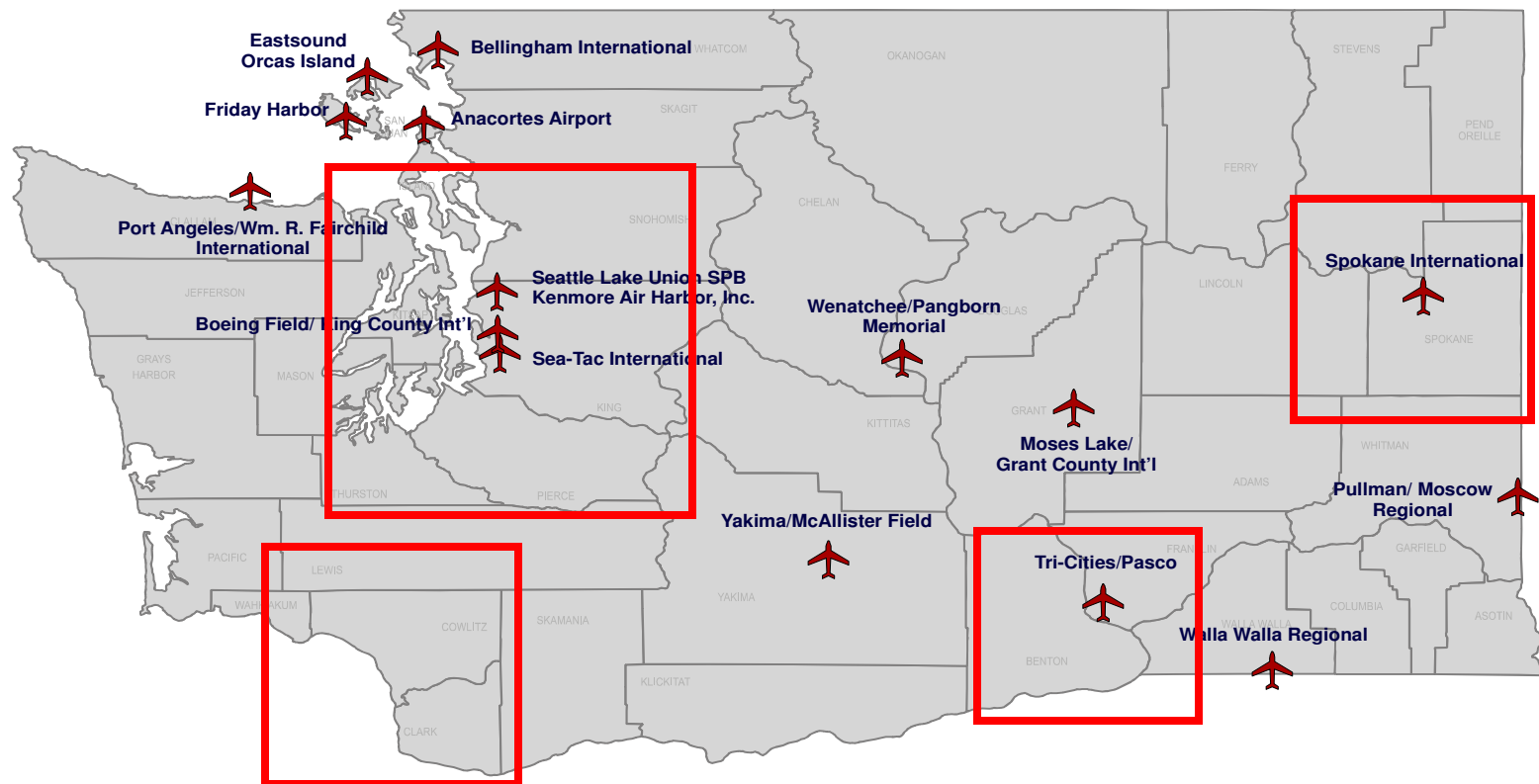
Aircraft Operations Capacity

Six airports at or approaching 60%

Harvey

Sea Tac

Auburn

Boeing Field

Kenmore Air (Lake Washington)

Kenmore Air (Lake Union)
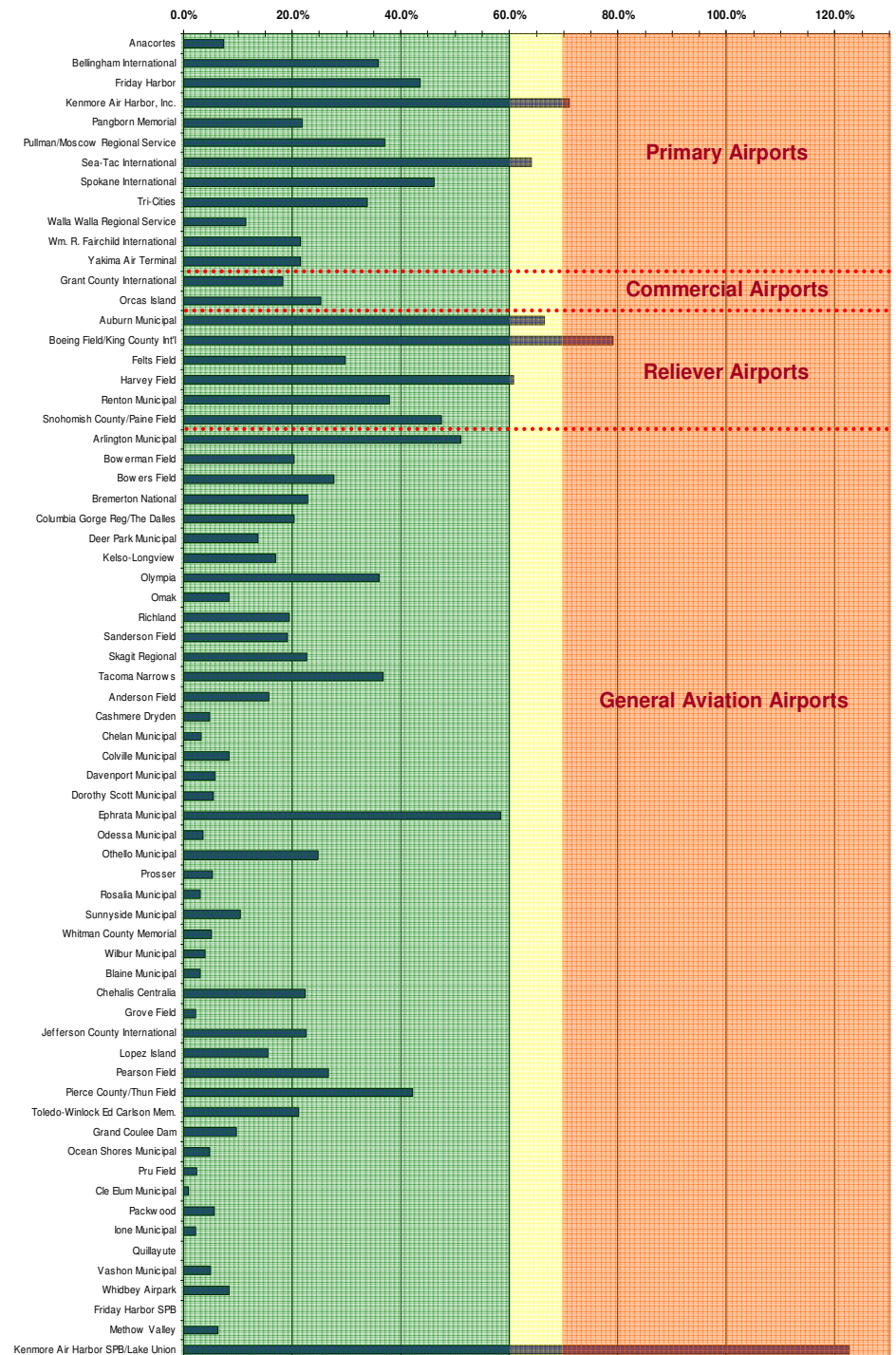
How Do We Measure Facilities and Services Performance?

State Classifications . . .

. . . identify an airport's role and contribution to the local, regional, statewide and national air transportation system

Performance Objectives . . .

. . . address a variety of facilities and services based on the airport's function in the system.

Commercial Service
15 Airports

Eastsound Orcas Island

Bellingham International

Friday Harbor

Anacortes Airport

Port Angeles/Wm. R. Fairchild International

Seattle Lake Union SPB Kenmore Air Harbor, Inc.

Boeing Field/ King County Int'l

Sea-Tac International

Wenatchee/Pangborn Memorial

Spokane International

Moses Lake/ Grant County Int'l

Pullman/ Moscow Regional

Yakima/McAllister Field

Tri-Cities/Pasco

Walla Walla Regional

Commercial Service
15 Airports

Criteria	Explanation
Passenger Terminal	Yes
Runway Length	5,500 ft.*
Taxiway	Parallel
Runway Lighting	HIRL
Approach	Precision, or ½ mile visibility minimum
Visual Glide Slope Indicator	Yes
Weather Reporting	AWOS or ASOS
Fuel Sales	100LL and Jet A
Maintenance Service	Full Service FBO and major maintenance

Results:

Commercial Service Airports Show Few Gaps in Facilities and Services

Horizontal bar chart:

Category	Percentage
Passenger Terminal	93%
Runway Length	80%
Taxiway	100%
Runway Lighting	60%
Approach	67%
Vertical Glide Slope	93%
Weather Reporting	93%
Fuel Sales	80%
Maintenance Service	93%

Regional Service
18 Airports

Skagit Regional

Omak

Arlington Municipal

Dear Park Municipal

Snohomish County/
Paine Field

Harvey Field

Felts Field

Bremerton National

Renton Municipal

Auburn Municipal

Sanderson Field

Tacoma Narrows

Bowers Field

Bowerman Field

Olympia

Richland

Kelso-Longview

Columbia Gorge Reg/
The Dalles

Regional Service
18 Airports

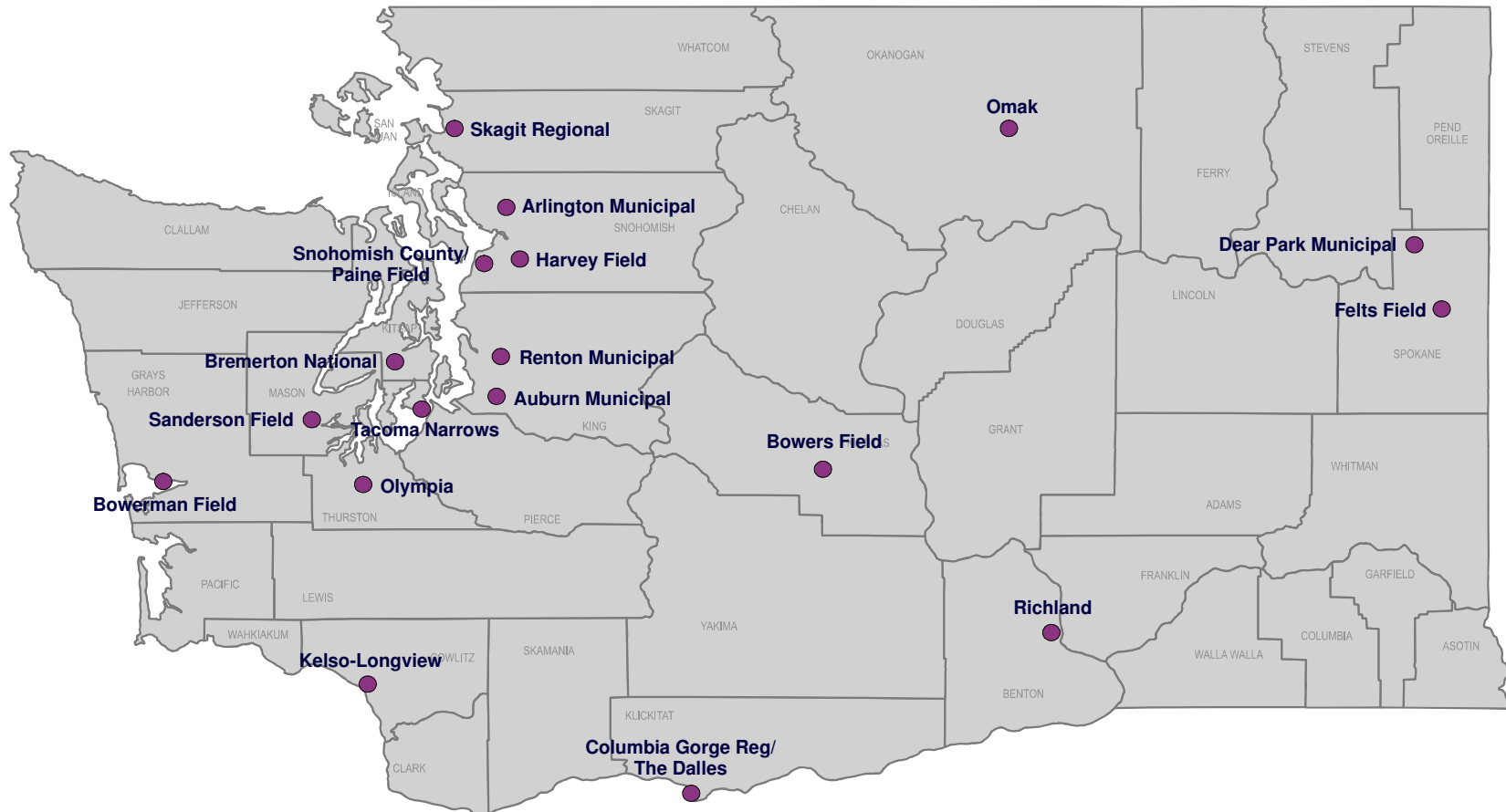| Criteria	Explanation
Runway Length	5,000 ft.*
Taxiway	Parallel
Runway Lighting	HIRL
Approach	Precision, or lower than ¾ mile visibility minimum
Vertical Glide Slope Indicator	Yes
Weather Reporting	AWOS or ASOS
Fuel Sales	100LL and Jet A
Maintenance Service	Full Service FBO and Major Maintenance Available

Results:

Regional Service Airports Show Gaps in Runway Lighting and Approaches
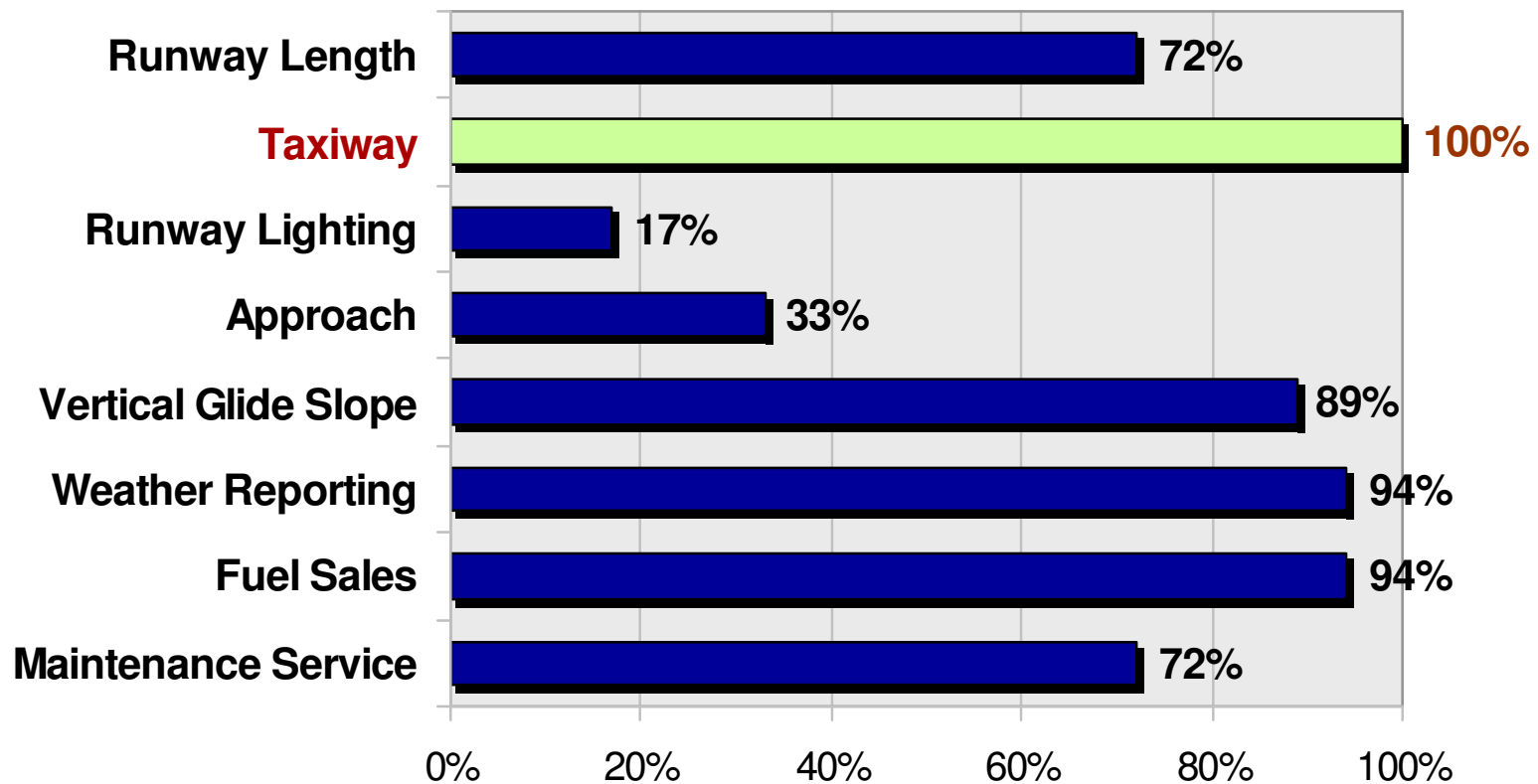
Local Community
51 Airports

Blaine Municipal

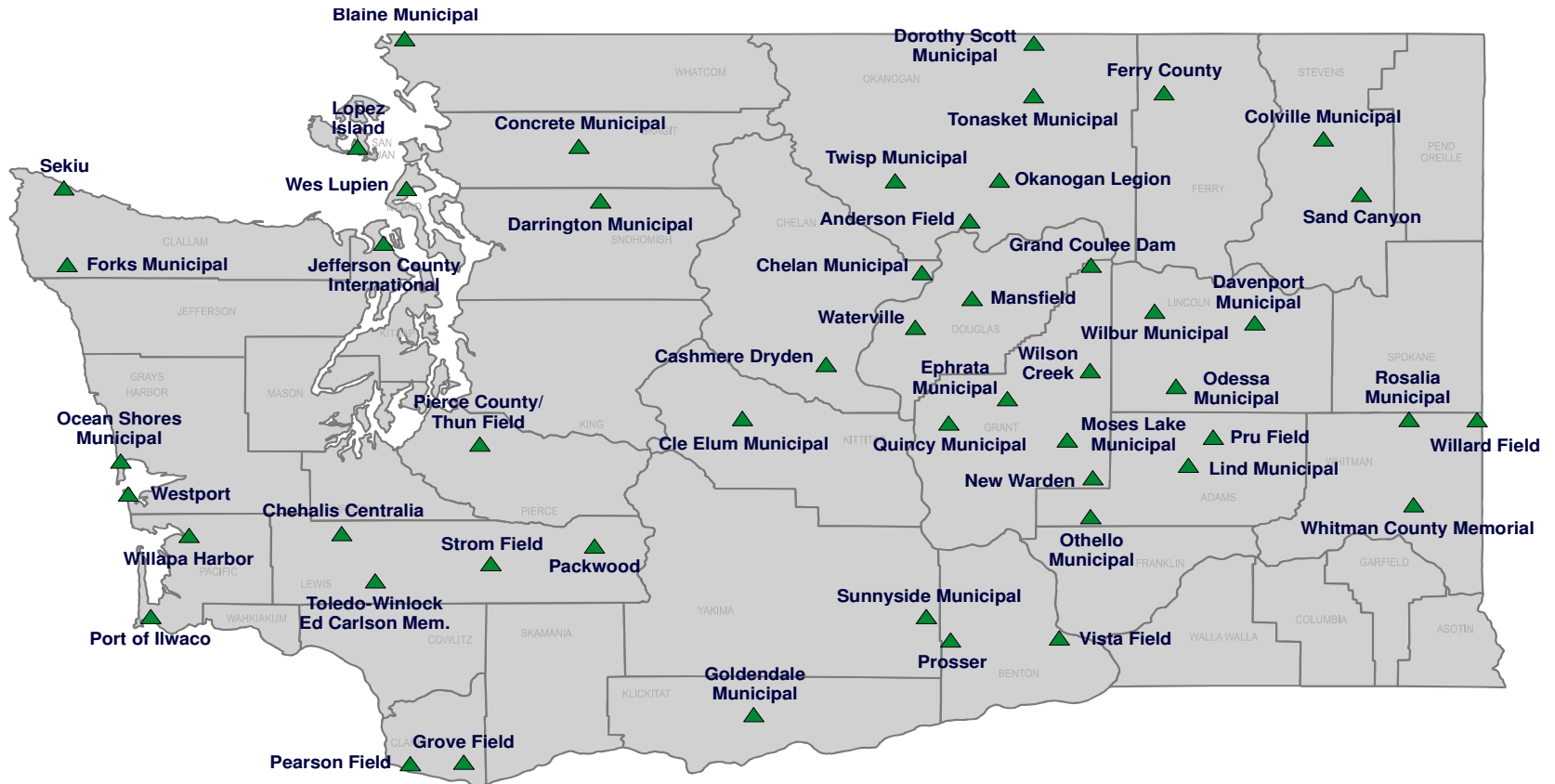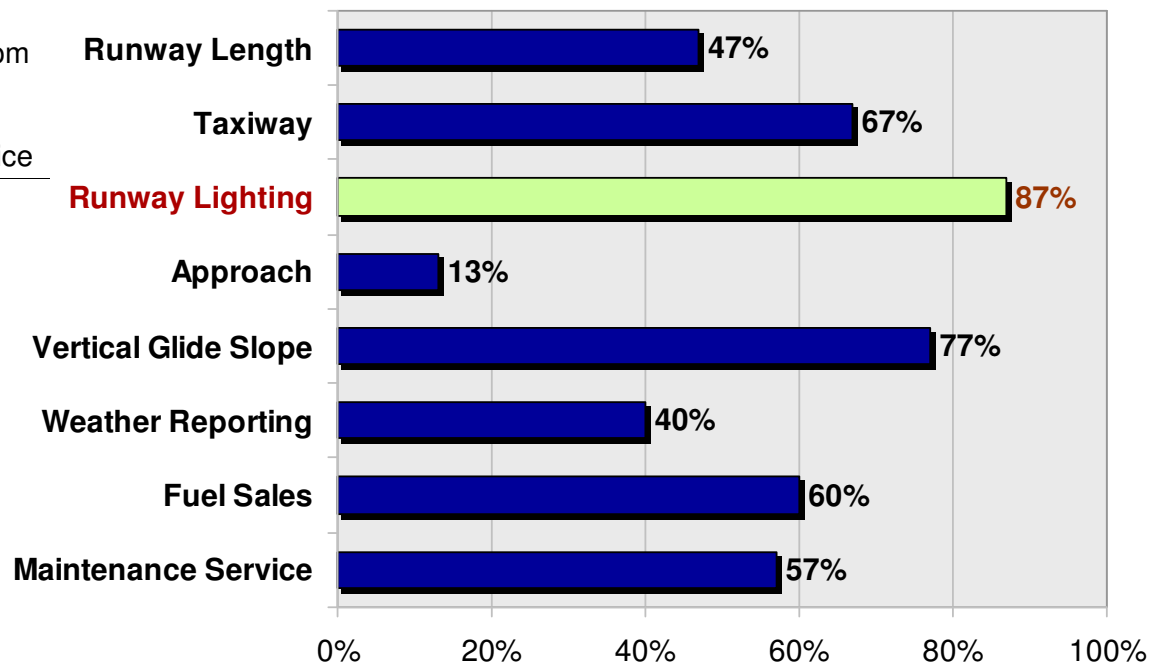Dorothy Scott Municipal

Ferry County

Lopez Island

Concrete Municipal

Tonasket Municipal

Colville Municipal

Sekiu

Wes Lupien

Twisp Municipal

Okanogan Legion

Darrington Municipal

Anderson Field

Sand Canyon

Forks Municipal

Jefferson County International

Chelan Municipal

Grand Coulee Dam

Davenport Municipal

Waterville

Mansfield

Wilbur Municipal

Cashmere Dryden

Ephrata Municipal

Wilson Creek

Odessa Municipal

Rosalia Municipal

Ocean Shores Municipal

Pierce County/ Thun Field

Moses Lake Municipal

Pru Field

Cle Elum Municipal

Quincy Municipal

Lind Municipal

Willard Field

Westport

New Warden

Chehalis Centralia

Whitman County Memorial

Willapa Harbor

Strom Field

Othello Municipal

Packwood

Toledo-Winlock Ed Carlson Mem.

Sunnyside Municipal

Port of Ilwaco

Vista Field

Goldendale Municipal

Prosser

Grove Field

Pearson Field

Results:

Larger Local Community Airports Show Gaps in Runway Length

Criteria	Explanation
Runway Length	3,200 ft.*
Taxiway	Parallel
Runway Lighting	MIRL
Approach	Nonprecision, 1 mile visibility minimum
Vertical Glide Slope Indicator	Yes
Weather Reporting	Superunicom
Fuel Sales	100LL
Maintenance Service	Minor Service

Runway Length — 47%
Taxiway — 67%
Runway Lighting — 87%
Approach — 13%
Vertical Glide Slope — 77%
Weather Reporting — 40%
Fuel Sales — 60%
Maintenance Service — 57%

0% 20% 40% 60% 80% 100%

Results:

Smaller Local Community Airports Show Gaps in Runway Length and Turnarounds

Criteria	Explanation
Runway Length	2,800 ft.*
Taxiway	Turnaround at each end
Runway Lighting	Reflectors
Approach	Visual
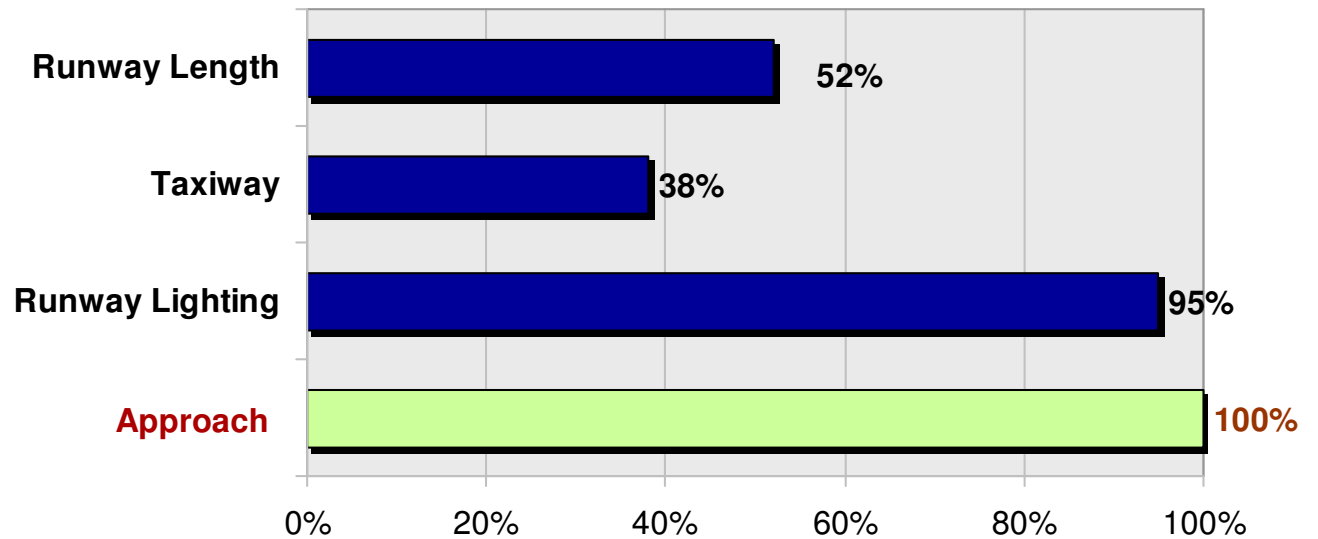
Recreation or Remote
47 Airports

Point Roberts Airpark

Sullivan Lake State

Lynden Municipal

Avey Field State

Ione Municipal

WHATCOM

OKANOGAN

Lost River Resort

SKAGIT

PEND OREILLE

Methow Valley

Stehekin State

SAN JUAN

Sequim Valley

Camano Island Airpark

Cross Winds

CHELAN

CLALLAM

Quillayute

Whidbey Airpark

Firstair Field

Lake Wenatchee State

FERRY

Sky Harbor

SNOHOMISH

J-Z

LINCOLN

JEFFERSON

Skyhomish State

DOUGLAS

Mead Flying Service

Crest Airpark

Bandera State

SPOKANE

Vashon Municipal

Easton State

GRAYS HARBOR

MASON

De Vere Field

Copalis State

Spanaway

Lester State

GRANT

WHITMAN

Hoskins Field

Shady Acres

Ranger Creek State

Elma Municipal

Swanson Field

KITTITAS

ADAMS

Lower Granite State

R & K Skyranch

Western Airpark

Desert Aire

Lower Monumental State

THURSTON

PACIFIC

LEWIS

Tieton State

FRANKLIN

GARFIELD

Little Goose Lock & Dam State

YAKIMA

COLUMBIA

Rogersburg State

WAHKIAKUM

COWLITZ

SKAMANIA

Martin Field

WALLA WALLA

Woodland State

Cedars North Airpark

Hillcrest

KLICKITAT

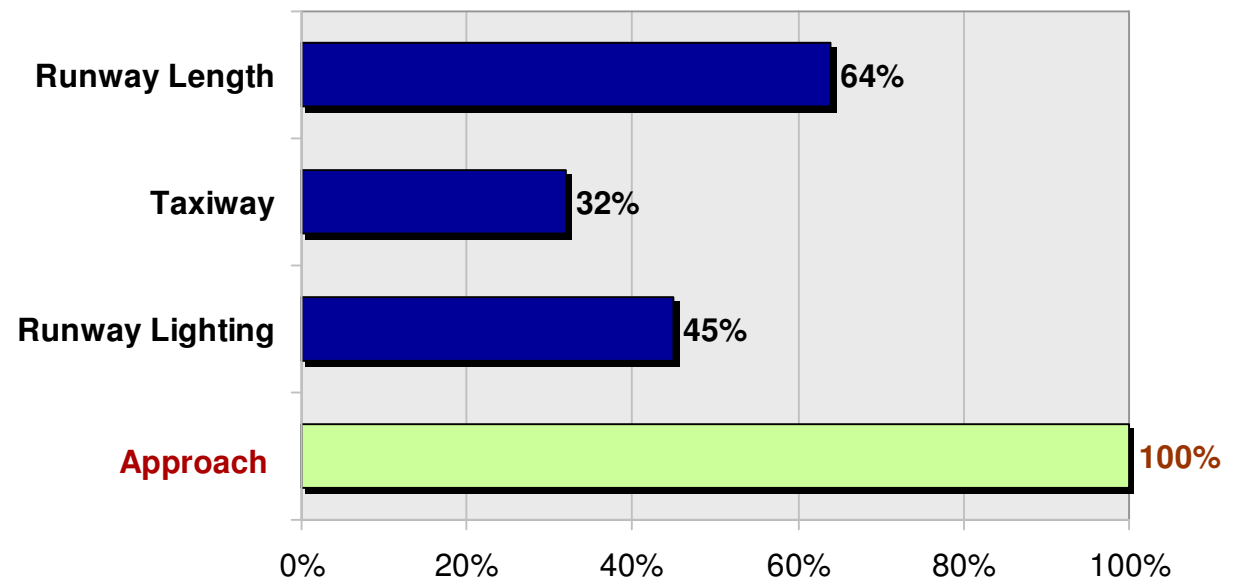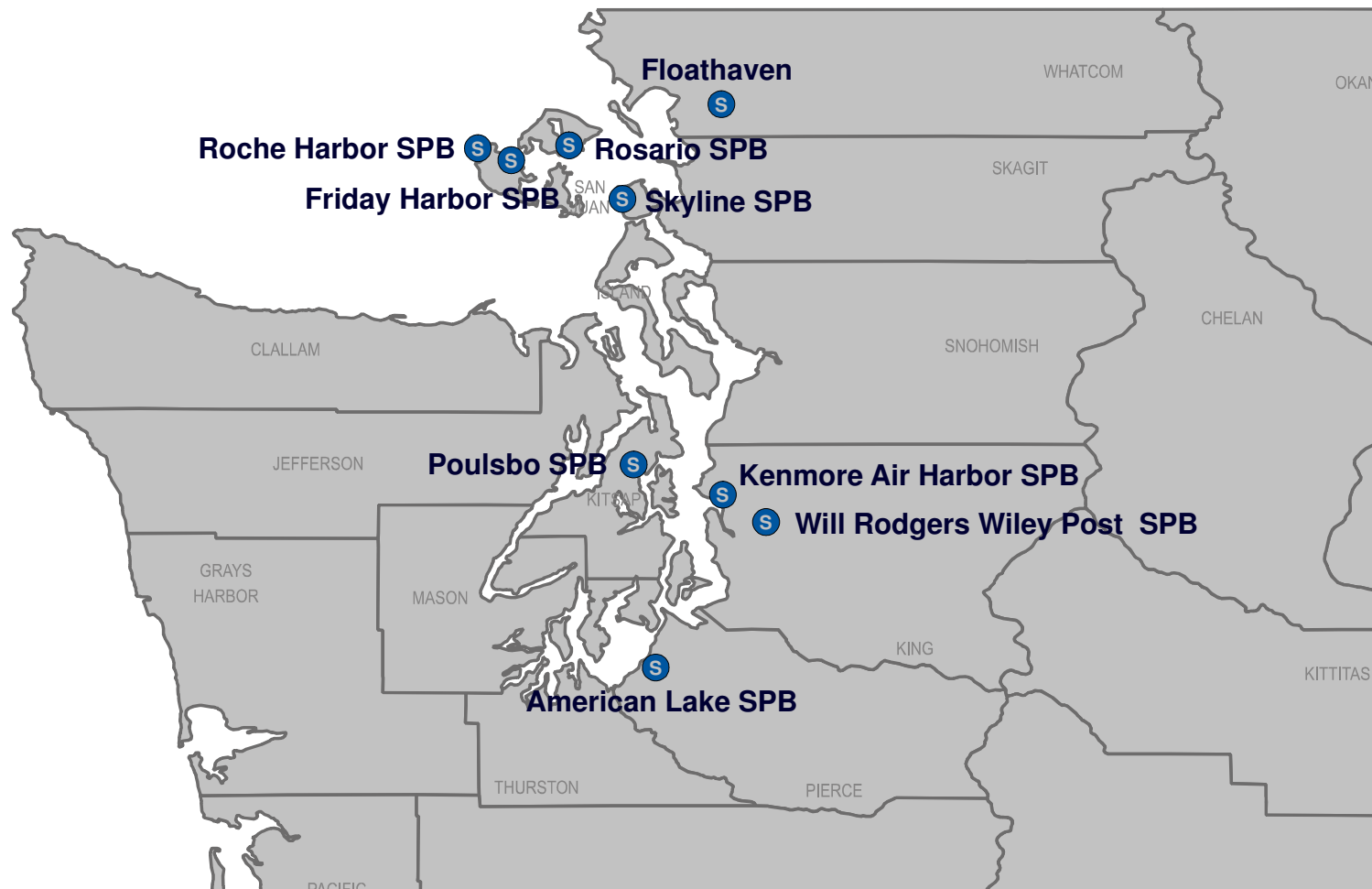BENTON

Goheen Field

CLARK

Fly For Fun

Evergreen Field

Results:

Recreation or Remote Airports Show Gaps in Turnarounds and Reflectors

Criteria	Explanation
Runway Length	2,400 ft.*
Taxiway	Turnaround at each end
Runway Lighting	Reflectors
Approach	Visual

Seaplane Bases
9 Airports

Results:

Seaplane Bases Meet Performance Objectives

Criteria	Explanation
Dock Facility	Yes
Approach	Visual
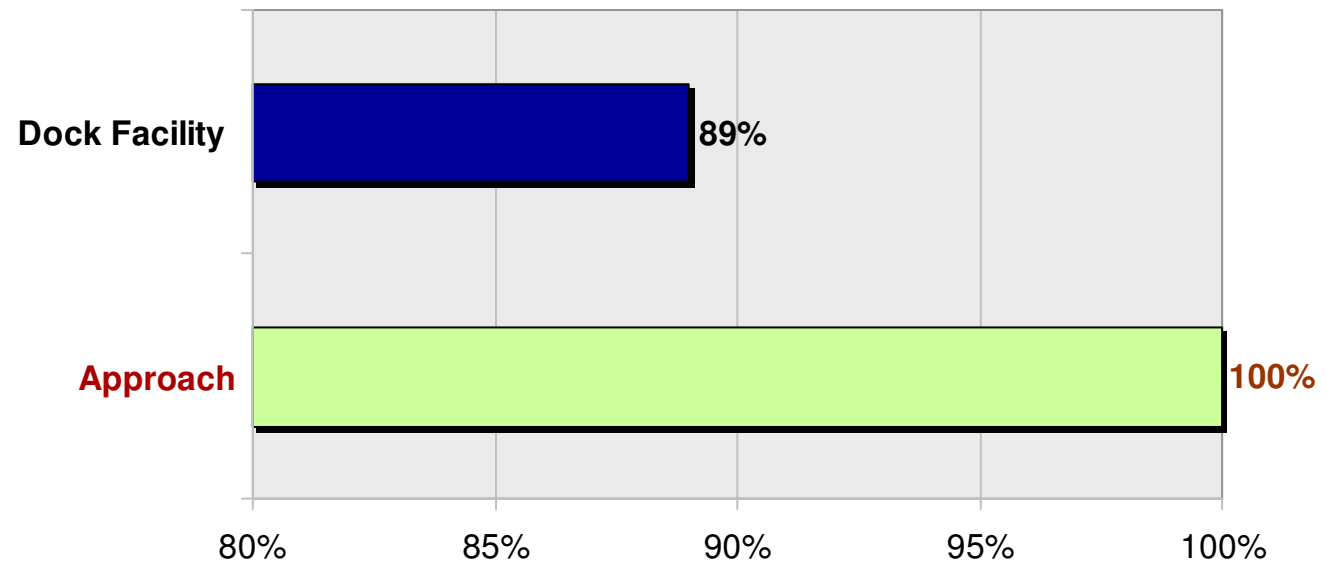
Phase II in Progress (Needs Assessment)

- **Airport Activity Forecasting:** Determine level of demand in 2030 for state, Special Emphasis Regions, RTPO regions, and individual airports.
  - **Draft forecasts for commercial and general aviation airports completed in February, and capacity facility analysis is underway.**

- **Market Analysis:** Determine full potential air travel demand at each airport community and its major markets; predict most probable realization of potential through each local airport.
  - **Review of national and statewide aviation trends and state social/economic analysis has been completed.**

- **Air Cargo:** Develop estimates of short, intermediate, and long-term air cargo activity levels including tonnage, carrier type, freighter fleet mix, and annual all-cargo aircraft operations.
  - **Air Cargo study began in February and will be completed by April.**

- **High-Speed Passenger Transportation Facilities and Services:** Identify and evaluate potential opportunities for implementing high-speed passenger services between airports, cities and activity centers.
  - **High Speed Passenger assessment will be completed by March.**

- **Public Outreach:** Solicit feedback from airports on forecasts results; provide project briefings to agencies and community groups as requested.
  - **Two regional meetings are scheduled for Spring on the east and west sides of the state.**

Public Outreach

- Held regional meetings in Seattle, Moses Lake, Chehalis and Spokane.

- Conducted in-depth interviews with key stakeholders.

- Offered an online survey on our Web site to solicit feedback.

- Published two newsletters.

- Briefings to advisory committee, legislature, governor's staff, aviation associations, MPOs/RTPOs, etc.

- Ongoing updates on dedicated Web site including press releases, key milestones, reports, presentations, etc.

More Information

- Read the Phase I Report at: WWW.WSDOT.WA.GOV/AVIATION

- Subscribe to the Aviation News Service for updates at AVIATION@WSDOT.WA.GOV

- Contact Nisha Marvel for more information: MARVELN@WSDOT.WA.GOV

Visit the LAT's Web site:
www.wsdot.wa.gov/aviation/LATS.htm